APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CBH03

SUBDIVISION: CITY OF SPRINGDALE **CODE#** 061-75104

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 14 / 01

CONTACT: WAYNE F. SHULER, P.E., P.S. **PHONE #** (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 **E-MAIL** Wshuler@cds-assoc.com

PROJECT NAME: EAST KEMPER ROAD, PHASE 2

SUBDIVISION TYPE
(Check Only 1)
__1. County
x 2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $440.568.00
__ 2. Loan $_____
__ 3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
x 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 1,101,420.00 **FUNDING REQUESTED:** $ 440,568.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 440,568 **LOAN ASSISTANCE:** $_____

SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
___State Capital Improvement Program ___Small Government Program
✓Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2001 SEP 21 PM 2:3

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**_____

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	**Basic Engineering Services:**		$ .00	
	Preliminary Design	$. 00		
	Final Design	$. 00		
	Bidding	$. 00		
	Construction Phase	$. 00		
	Additional Engineering Services *Identify services and costs below.		$ .00	
b.)	**Acquisition Expenses:** Land and/or Right-of-Way		$ .00	
c.)	**Construction Costs:**		$ 1,101,420.00	
d.)	**Equipment Purchased Directly:**		$ .00	
e.)	**Permits, Advertising, Legal:** (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.)	**Construction Contingencies:**		$ .00	
g.)	**TOTAL ESTIMATED COSTS:**		$ 1,101,420.00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 440,568.00	40%
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2001)	$ 220,284.00	20%
	SUBTOTAL LOCAL RESOURCES:	$660,852.00	60%
d.)	OPWC Funds		
	1. Grant	$ 440,568.00	40%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 440,568.00	40%
e.)	TOTAL FINANCIAL RESOURCES:	$ 1,101,420.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# N/A Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: EAST KEMPER ROAD, PHASE 2

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

From 590' west of Century Boulevard to and including the intersection of Chesterdale Road. Also, approximately 280' on Commons Drive and approximately 550' on Century Boulevard.

PROJECT ZIP CODE: 45246

B: PROJECT COMPONENTS:

See attached sheet.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

See attached sheet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 29,500 Year: 2000 Projected ADT: 36,300* Year: 2007
*** 3% annual growth traffic**

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

B: PROJECT COMPONENTS:

Provide eastbound third lane, provide additional left turn lanes for both east and west directions. New right only lane for southbound at Commons Drive. New right only lane for northbound at Century Boulevard. New additional southbound lane on Century from Kemper to 550' south of Kemper. Complete resurfacing of Kemper Road and Century Boulevard (within the project limits) will take place. The addition of video detection for Century-Kemper intersection will be a part of the signal modification.

A sidewalk currently exists on the north side of the roadway and this will be reconstructed (due to the addition of the third westbound lane) for a length of approximately 700'.

Segmental walls will be constructed along the Commons Drive widening limits, approximately 200' and along the south side of Kemper Road, from Century to approximately 300' east.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

On Kemper Road the proposed improvements would provide a pavement width that would vary from 93' (back of curb to back of curb) to 71' (B/C to B/C). The existing roadway has an asphalt surface with aggregate base and the widening will take place with a similar pavement composition and concrete curb and gutter. In addition the proposed segmental retaining wall on the south side of the roadway will have a length of approximately 292' and has a maximum height of approximately 15'.

On Century Boulevard, the proposed improvements would provide a pavement width that would vary from 78' (B/C to B/C) to 61' (B/C to B/C). The existing roadway has an asphalt surface with aggregate base and the widening will take place with a similar pavement composition with concrete curb and gutter. In addition, the proposed segmental retaining wall on the east side of the roadway will have a length of approximately 220' and has a maximum height of approximately 4'.

On Commons Drive, the proposed improvements would provide a pavement width of 87' (B/C to B/C). The existing roadway has an asphalt surface with an aggregate base and the widening will take place with a similar pavement composition and concrete curb and gutter. In addition, the segmental retaining wall or the west side of the roadway will have a length of approximately 220' and a maximum height of 4'.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 160,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ 941,420.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	04 / 09 / 01	08 / 10 / 01
4.2	**Bid Advertisement and Award:**	06 / 11 / 02	07 / 03 / 02
4.3	**Construction:**	08 / 05 / 02	05 / 30 / 03
4.4	**Right-of-Way/Land Acquisition:**	09 / 10 / 01	03 / 29 / 02

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

TITLE	City Administrator
STREET	City of Springdale
	11700 Springfield Pike
CITY/ZIP	City of Springdale, Ohio 45246
PHONE	(513) 346-5700
FAX	(513) 346-5747
E-MAIL	

5.2 CHIEF FINANCIAL OFFICER

TITLE	Director of Finance
STREET	City of Springdale
	11700 Springfield Pike
CITY/ZIP	City of Springdale, Ohio 45246
PHONE	(513) 346-5700
FAX	(513) 346-5747
E-MAIL	

5.3 PROJECT MANAGER

TITLE	City Engineer
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY/ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791-1700
FAX	(513) 791-1936
E-MAIL	Wshuler@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Cecil Osborn, City Administrator

Certifying Representative (Type or Print Name and Title)

9-18-01

Signature/Date Signed

CDS Associates, Inc.

Project: Kemper Road Phase 2 Improvements
City of Springdale, Ohio

DATE: August 9, 2001
Project No.: 2001027

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		ROADWAY				
1	201	CLEARING AND GRUBBING	1	LUMP	$10,000.00	$10,000.00
2	202	PIPE REMOVED	422	L.F	$12.50	$5,269.25
3	202	PAVEMENT REMOVED	413	S.Y.	$9.00	$3,715.02
4	202	WALK REMOVED	6,766	S.F.	$1.30	$8,795.71
5	202	CURB AND GUTTER REMOVED	3,699	L.F.	$7.00	$25,895.31
6	202	MANHOLE REMOVED	2	EA.	$250.00	$500.00
7	202	CATCH BASIN REMOVED	14	EA.	$500.00	$7,000.00
8	203	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	4,170	C.Y.	$20.00	$83,390.40
9	203	EMBANKMENT	536	C.Y.	$10.00	$5,364.70
10	203	SUBGRADE COMPACTION	4,484	S.Y.	$1.00	$4,484.00
11	254	PAVEMENT PLANING, BITUMINOUS	19,304	S.Y.	$2.00	$38,608.56
12	301	BITUMINOUS AGGREGATE BASE	1,002	C.Y.	$90.00	$90,181.80
13	304	AGGREGATE BASE	814	C.Y.	$35.00	$28,488.25
14	402	ASPHALT CONCRETE	1,008	C.Y.	$90.00	$90,703.80
15	404	ASPHALT CONCRETE	839	C.Y.	$100.00	$83,852.00

CDS Associates, Inc.

Project: Kemper Road Phase 2 Improvements
City of Springdale, Ohio

DATE: August 9, 2001
Project No.: 2001027

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
16	407	TACK COAT	1,814	GAL.	$1.00	$1,814.10
17	408	BITUMINOUS PRIME COAT	1,953	GAL.	$1.00	$1,953.49
18	452	PLAIN CONCRETE PAVEMENT	75	S.Y.	$40.00	$3,007.20
19	603	12" CONDUIT, TYPE 'B'	178	L.F.	$50.00	$8,906.50
20	604	MANHOLE, TYPE 3	3	EA.	$2,000.00	$6,000.00
21	604	CATCH BASIN, CB - 3	8	EA.	$1,500.00	$12,000.00
22	604	MANHOLE ADJUSTED TO GRADE	11	EA.	$300.00	$3,300.00
23	605	6" SHALLOW UNDERDRAIN	365	L.F.	$6.00	$2,189.58
24	608	CONCRETE WALK	5,318	S.F.	$4.00	$21,272.52
25	608	CURB RAMP, TYPE 1	298	S.F.	$9.00	$2,682.09
26	608	CURB RAMP, TYPE 2	4	EA.	$100.00	$400.00
27	609	COMBINATION CURB AND GUTTER, TYPE 2	3,594	L.F.	$15.00	$53,909.25
28	609	CURB, TYPE 6	172	L.F.	$17.00	$2,917.37
29	614	MAINTAINING TRAFFIC	1	LUMP	$35,000.00	$35,000.00
30	659	SEEDING AND MULCHING	3,268	S.Y.	$2.00	$6,535.14
31	SPL.	PAVEMENT FABRIC	683.29	S.Y.	$2.00	$1,366.58
32		GAS MAIN RELOCATION - NEW COMMONS DRIVE	1	LUMP	$25,000.00	$25,000.00

CDS Associates, Inc.

Project: Kemper Road Phase 2 Improvements
City of Springdale, Ohio

DATE: August 9, 2001
Project No.: 2001027

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
33		FIRE HYDRANT RELOCATION	3	EA.	$2,500.00	$7,500.00
34		MISC. CWW ITEMS	1	LUMP	$15,000.00	$15,000.00
35		PAVEMENT MARKINGS	1	LUMP	$35,000.00	$35,000.00
36		FIELD OFFICE	1	LUMP	$5,000.00	$5,000.00
		ROADWAY SUBTOTAL				**$737,002.62**
		+10% (+/-) CONTINGENCY				**$73,997.38**
		TOTAL ROADWAY COST				**$811,000.00**

CDS Associates, Inc.

Project: Kemper Road Phase 2 Improvements
City of Springdale, Ohio

DATE: August 9, 2001
Project No.: 2001027

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		PIER WALL				
1	503	UNCLASSIFIED EXCAVATION, AS PER PLAN	150	CY	$35.00	$5,250.00
2	507	STEEL PILES - HP14x73 - FURNISHED, AS PER PLAN (INCLUDES MATERIAL & INSTALLATION)	770	LF	$55.00	$42,350.00
3	518	6" PERFORATED CORRUGATED PLASTIC PIPE, 707.33	300	LF	$10.00	$3,000.00
4	518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, 707.33	130	LF	$15.00	$1,950.00
5	524	DRILLED SHAFTS - 24" DIAMETER INTO BEDROCK (INCLUDES DRILLING, DEWATERING AND CASING (IF REQUIRED)), CONCRETE	200	LF	$105.00	$21,000.00
6	524	DRILLED SHAFTS - 24" DIAMETER ABOVE BEDROCK (INCLUDES DRILLING, DEWATERING AND CASING (IF REQUIRED)), CONCRETE	212	LF	$100.00	$21,150.00
7	SPL	MODULAR BLOCK WALL FACING, AS PER PLAN (INCLUDES MADULAR BLOCKS, GEOGRID, GALVANIZED PIPE, ANCHORS, & GRANULAR BACKFILL)	3,500	SF	$23.00	$80,500.00
8	SPL	TEMPORARY TIMBER LAGGING, LEFT IN PLACE, AS PER PLAN	2,200	SF	$10.00	$22,000.00
		ROADWAY SUBTOTAL				**$197,200.00**
		+10% (+/-) CONTINGENCY				**$19,720.00**
		TOTAL PIER WALL COST				**$216,920.00**

CDS Associates, Inc.

Project: Kemper Road Phase 2 Improvements
City of Springdale, Ohio

DATE: August 9, 2001
Project No.: 2001027

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		KEMPER AND CENTURY SIGNAL				
1	630E79101	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN	3	EA	$200.00	$600.00
2	630E79500	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	3	EA	$100.00	$300.00
3	630E80102	SIGN, FLAT SHEET, TYPE G	15	SF	$30.00	$450.00
4	630E83000	COVERING OF SIGN	15	SF	$25.00	$375.00
5	632E00303	VEHICULAR SIGNAL HEAD, 3 SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	5	EA	$500.00	$2,500.00
6	632E00503	VEHICULAR SIGNAL HEAD, 5 SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	4	EA	$800.00	$3,200.00
7	632E25000	COVERING OF VEHICULAR SIGNAL HEAD	9	EA	$24.00	$216.00
8	632E40500	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	600	LF	$2.00	$1,200.00
9	632E40700	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	600	LF	$2.50	$1,500.00
10	632E90020	REMOVAL OF MISC. TRAFFIC SIGNAL ITEM: PEDESTAL & FOUNDATION	1	EA	$1,000.00	$1,000.00
11	632E90300	SIGNALIZATION, MISC.: VIDEO DETECTION	1	LS	$32,000.00	$32,000.00
12	632E90300	SIGNALIZATION, MISC.: MODIFICATION OF CONTROLLER & CABINET	1	LS	$2,000.00	$2,000.00
13	632E90400	SIGNALIZATION, MISC.: REMOVAL & RELOCATION OF PED. SIGNAL HEAD	1	EA	$250.00	$250.00
14	632E90400	SIGNALIZATION, MISC.: REMOVAL & RELOCATION OF PED. PUSHBUTTON	1	EA	$100.00	$100.00
		KEMPER AND CENTURY SIGNAL SUBTOTAL				$45,691.00

CDS Associates, Inc.

Project: Kemper Road Phase 2 Improvements
City of Springdale, Ohio

DATE: August 9, 2001
Project No.: 2001027

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		KEMPER AND CHESTERDALE SIGNAL				
15	625E25403	CONDUIT, 2", 713.07, AS PER PLAN	40	LF	$3.00	$120.00
16	625E29000	TRENCH	40	LF	$4.00	$160.00
17	625E30700	PULLBOX, 713.08, 18"	2	EA	$600.00	$1,200.00
18	625E32000	GROUND ROD	2	EA	$120.00	$240.00
19	632E26501	DETECTOR LOOP, AS PER PLAN	7	EA	$1,000.00	$7,000.00
20	632E27200	LOOP DETECTOR TIE-IN	4	EA	$100.00	$400.00
21	632E27005	LOOP DETECTOR UNIT, AS PER PLAN	1	EA	$200.00	$200.00
22	632E30200	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES	40	LF	$6.50	$260.00
23	632E40500	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	900	LF	$2.00	$1,800.00
24	632E64001	STRAIN POLE FOUNDATION, AS PER PLAN	1	EA	$2,300.00	$2,300.00
25	632E64020	PEDESTAL FOUNDATION	1	EA	$600.00	$600.00
26	632E65300	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO. 14 AWG	1435	LF	$1.60	$2,296.00
27	632E89900	PEDESTAL, 8', TRANSFORMER BASE	1	EA	$750.00	$750.00
28	632E90200	REMOVAL OF MISC. TRAFFIC SIGNAL ITEM: STRAIN POLE FOUNDATION	1	EA	$1,000.00	$1,000.00
29	632E90400	SIGNALIZATION, MISC.: REMOVAL AND REUSE OF PEDESTRAIN SIGNAL HEAD AND ACCESSORIES	1	EA	$300.00	$300.00

CDS Associates, Inc.

Project: Kemper Road Phase 2 Improvements
City of Springdale, Ohio

DATE: August 9, 2001
Project No.: 2001027

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
30	632E90400	SIGNALIZATION, MISC.: REMOVAL OF STRAIN POLE AND RE-ERECTION	1	EA	$1,500.00	$1,500.00
31	633E99000	CONTROLLER ITEM, MISC.: MODIFICATION OF EXISTING CONTROL EQUIPMENT	1	EA	$750.00	$750.00
		KEMPER AND CHESTERDALE SIGNAL SUBTOTAL				$20,876.00
		KEMPER/CENTURY SIGNAL SUBTOTAL				$45,691.00
		KEMPER/CHESTERDALE SIGNAL SUBTOTAL				$20,876.00
		+ 10% (+/-) CONTINGENCY				$6,933.00
		TOTAL SIGNAL COST				$73,500.00

CDS Associates, Inc.

Project: Kemper Road Phase 2 Improvements
City of Springdale, Ohio

DATE: August 9, 2001
Project No.: 2001027

Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		SUMMARY OF TOTALS				
		ROADWAY TOTAL				$811,000.00
		PIER WALL TOTAL				$216,920.00
		TRAFFIC SIGNALS TOTAL				$73,500.00
		TOTAL				$1,101,420.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE SR747 IMPROVEMENTS IMPROVEMENTS WILL BE 20 YEARS FOR THE ROADWAY

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS

STATE OF OHIO
WAYNE
F.
SHULER
REGISTERED
PROFESSIONAL ENGINEER

Wayne F. Shuler, P.E., P.S.
City Engineer

City of Springdale

DOYLE H. WEBSTER
Mayor

CECIL W. OSBORN
City Administrator

EDWARD F. KNOX
Clerk of Council / Finance Director

CERTIFICATION OF FUNDS

In regard to the Kemper Road Phase II project, the City of Springdale has submitted for $220,284 in MRF funds, see attached application. This combination between the 20% MRF funds and 40% ($440,568) local funds will compose the 60% local match for this project.

I hereby certify that upon award of the Municipal Road Funds, which were applied for in August of 2001, the City will utilize the $220,284 of Municipal Road Fund dollars in combination with the $440,568 local dollars to total $660,852, i.e. the 60% local match for this project.

Edward Knox, Finance Director — Date: 9-17-01

11700 Springfield Pike • Springdale, Ohio 45246 • (513) 346-5700 • Fax (513) 346-5745

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: Use one form for each project. Assign priority to projects. The Municipality's Engineer, or a Registered Engineer of the Municipality's choosing shall prepare the application cost estimate. **Submit by August 10.**

(1) Municipality City of Springdale

(2) Road Name East Kemper Road, Phase 2

(3) Project Limits From 590' west of Century to Chesterdale Road
(Please give a "from - to" limit if possible).

(4) Project Priority (1)

(5) Present Roadway Data: (Answer all that apply)

(a) Pav't. Width 78' – 55' (b) R/W Width 101' - 127' (c) Curb Type Curb & Gutter

(d) Type Surface Asphalt (e) Type Base Bituminous (f) Shldr. Type N/A

(g) Shldr. Width N/A (h) Year Last Resurfaced 1988

(6) **Present condition of project area: List deficiencies and reasons for improvement.**

Pavement condition is poor due to length of time from last resurfacing. In addition, the number of minor widenings and utility extensions / trench repairs required for the many new developments along this corridor have added significantly to the deterioration of the pavement surface. In addition, the Century Blvd. / Kemper Road intersection is currently at a level of service beyond the acceptable limit and with new developments / redevelopment taking place in this vicinity the situation will become significantly worse if improvements do not take place.

(7) **Project description or statement of work to be done: Include width and type of new pavement and other project particulars.**

See attached sheet.

(8) Traffic Data: (a) Present Volume 31,980 VPD (b) Date of Count July, 2001

(9) Cost Estimate:

When engineering plans are necessary, list the following costs:

(a) Preparation of preliminary plans & estimates, etc.		$ Completed
(b) Preparation of final plans & estimates, etc.		$ Completed
(c) Construction Cost Estimate		$ 1,101,420.00
(d) Other Costs (Specify)		$ N/A
Total amount of MRF funds applied for	=	$ 220,284.00

(10) Estimated date construction can be started after approval July 15, 2002

(11) Estimated date construction can be started if not funded 100% from MRF Unknown

(12) Are the MRF funds to be used as matching funds for SCIP / LTIP? Yes x No _____
If yes, what percentage of the project cost? 20%

(13) Cost Estimate Prepared By: Wayne F. Shuler, P.E., P.S. Date: 8/08/01

(14) Application Prepared By: CDS Associates, Inc. Date: 8/08/01

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523 FAX (513) 723-9748

December 1, 2001

Mr. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

Dear Mr. Bicking,

With regards to the projects filed by the District 2 Integrating Committee that involve expansion, there are no impacts on farmland. The projects are the following:

Hamilton County - Clough/Wolfangel Intersection Improvement
City of Harrison – New Haven Road Improvements
City of Springdale – East Kemper Road Improvements, Phase II
City of Loveland – Rich Road Improvements
Hamilton County – Harrison/Dry Fork Relocation Project
City of Forest Park – Mill Road Repair & Improvements, Phase II
Hamilton County – Harrison Road Improvement
Hamilton County – East Kemper Road Improvement
Hamilton County – Asbury Road @ Beechmont Avenue Intersection Improvement
City of Blue Ash – Reed Hartman Highway, Phase II Improvements
City of Sharonville – US 42 Lane Addition – Park 42 to Kemper Road
City of Cincinnati – Beekman/Harrison Street Improvements
Village of Woodlawn – Grove Road/Woodlawn Blvd. Improvements

The following statement shall apply to all of the above listed projects:

FARMLAND PRESERVATION STATEMENT

1. Does the project immediately impact productive agricultural and grazing land related to land acquisition? – **No**

2. Does the project have an indirect impact that will result in the loss of productive agricultural and grazing land from development related to the project? – **No**

3. Are there mitigation measures that could be implemented when alternative sites or locations are not feasible? – **No**

If you have any questions, please call Mr. Joe Cottrill of the Hamilton County Engineer's Office at (513) 946-8906.

Sincerely,

Ron Miller, Director
Hamilton County Regional Planning

RESOLUTION NO. R 8-2001

AUTHORIZING THE CITY ADMINISTRATOR TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) FUNDS AND AUTHORIZING THE MAYOR AND CLERK OF COUNCIL/FINANCE DIRECTOR TO EXECUTE ALL CONTRACTS AND OTHER DOCUMENTS

WHEREAS, street and road repairs are a priority for the City of Springdale; and

WHEREAS, the Ohio Revised Code has allowed for the issuance of Local Transportation Improvement Program (LTIP) funds for 2002 (Round 16); and

WHEREAS, the City of Springdale will apply for funding under LTIP as part of the District 2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Springdale, Ohio 7 members elected thereto concurring:

Section 1. That the Council of the City of Springdale does hereby endorse and support the application for LTIP funds for infrastructure repairs and improvements as follows:

1. East Kemper Road Improvement Phase 2 Project.
2. SR 747 at I-275, Pavement Replacement Project.
3. Sharon and SR 4 Intersection Improvement Project.

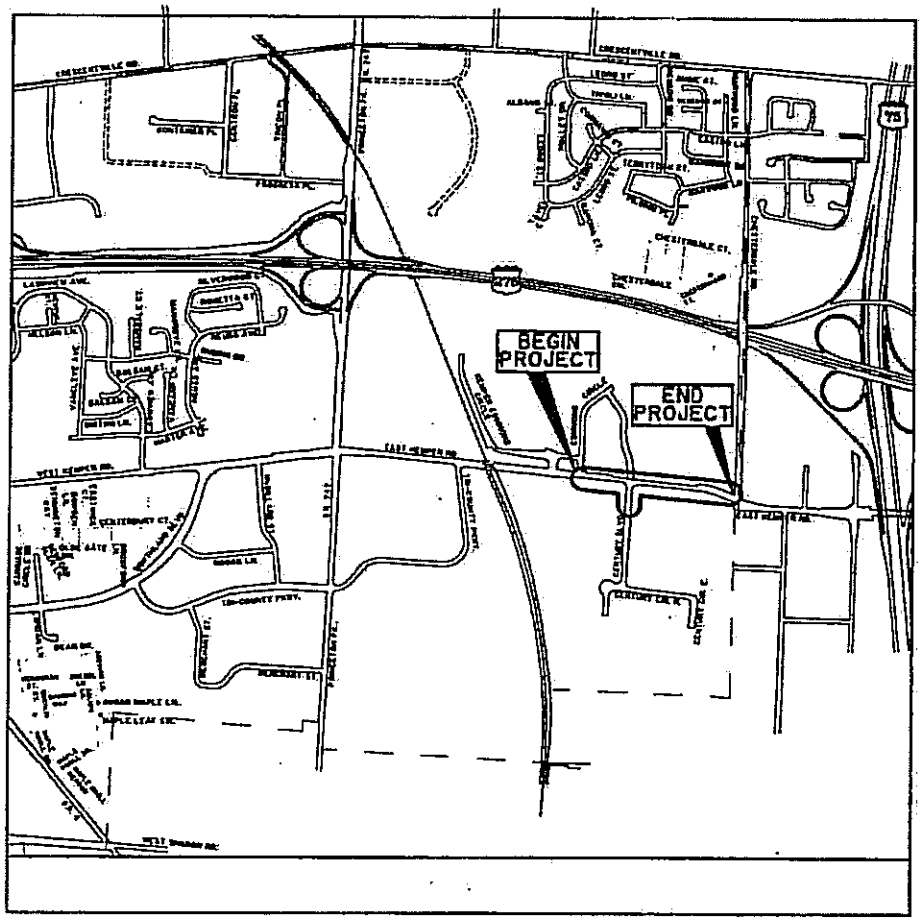
Section 2. That the City Administrator is hereby authorized and directed to file application for Ohio Public Works funding under LTIP for 2002.

Section 3. That if LTIP funds are awarded, the Mayor and Clerk of Council/Finance Director are authorized to execute all contracts and other documents implementing said program.

Section 4. That the City of Springdale hereby requests the Ohio Public Works Commission (OPWC) to consider and fund this application.

East Kemper Road Improvements Phase II

VICINITY MAP



CDS
engineers
architects
planners
surveyors

CDS Associates, Inc.
www.cds-assoc.com

11120 Kenwood Road
Cincinnati, Ohio 45242-1818
513.791.1700
513.791.1936 FAX

7000 Dixie Highway
Florence, Kentucky 41042
859.525.0544
859.525.0561 FAX

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Wayne F. Shuler, P.E., P.S. Date
City Engineer

ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Pavement condition is poor due to length of time from last resurfacing. In addition, the number of minor widenings and utility extensions / trench repairs require for the many new developments along this corridor have been significantly to the deterioration of the pavement surface. In addition, the Century Boulevard / Kemper Road intersection is currently at a level of service beyond the acceptable limit and with new developments / redevelopment taking place in this vicinity the situation will become significantly worse if improvements do not take place. See attached level of service summary.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

See attached sheet.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

N/A

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The accident data on Kemper Road at the intersection of Century Boulevard and Chesterdale Road shows that there is a high number of rear-end collisions occurring at these locations. In a three-year period between 1994 and 1997, there were 18 rear end collisions at the Century Boulevard intersection and 9 rear end collisions at the Chesterdale Road intersection. Since the time of the Kemper Road Corridor Study (1997), additional developments have opened along the corridor and obviously the traffic volume has increased. Therefore, the amount of accidents has most probably increased since the time of the study.

These numbers of accidents can be attributed to the long queuing lengths, which cause traffic to stop well beyond the intersection. The proposed intersection and roadway improvements are designed to increase the level of service on Kemper Road and thus, reduce the areas of unexpected stopped traffic. With this reduction, the number of rear-end collisions should be similarly reduced.

Regarding emergency services response time the City of Springdale Fire and Police Departments are located along S.R. 4 approximately ¼ mile north of Kemper road. The primary emergency vehicle route to the Heritage Hill Subdivision (located at the north east corner of the City) is via Kemper Road to Chesterdale Road. At various times during the year traffic conditions along Kemper Road require that alternate routes be utilized; however, all other alternative routes are impacted by at-grade railroad crossings. The improvements will result in a better level of service at key intersections resulting in a faster emergency response time.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Kemper Road, Phase 2, (600' west of Century to Chesterdale)

Priority 2 S.R. 747 Pavement Replacement @ I-275 Interchange

Priority 3 Sharon Road and S.R. 4 Intersection Improvements

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes_____ If yes, what user fees and/or assessments will be utilized?

_____

_____

_____

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

East Kemper is an arterial to all of the surrounding businesses and to other highly traveled roads (i.e., S.R. 747, Mosteller, and Springfield Pike). See attached statement on economic impact.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 10th of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

MRF funding - Springdale - ($220,284.00)

_____

ECONOMIC GROWTH

The project for which this application is being submitted is the second phase of a three-phase multi-million dollar plan to improve Kemper Road from the vicinity of McGillard Street on the west to Chesterdale Rd. on the east. The first phase was constructed in the fall of 2000 and the summer of 2001. Its limits extended from McGillard St. to Tri-County Parkway and included the key intersection at S.R. 747. The construction cost for Phase I came in at $1,625,000. Of that, $608,605 was LTIP, $152,151 was MRF and $864,244 local. The second phase of the project will involve the other end of the corridor and will run from Chesterdale Rd. on the east to a point 600' west of the Century Blvd. Intersection.

There are presently 3.5 million square feet of retail space and 2.1 million square feet of Class 'A' office space within a one-mile radius of the center point of this project. When industrial employment is factored in, there are over 60,000 people employed within that one-mile radius.

For the past decade, the E. Kemper Rd. corridor has been Springdale's premier economic growth area. Since 1994 alone, the E. Kemper Rd. Corridor has seen more than 1.6 million square feet in new commercial construction, as well as the development of an 110,000 square foot church complex. In the last two years alone, there has been more than 550,000 square feet in new commercial construction including Globe Furniture, Sofa Express, Golf Galaxy, The Great Indoors, Costco Wholesale, and the redevelopment and expansion of Springdale Plaza.

Much of the above described development, as well as other projects still in the discussion stage, have been attracted to this corridor because of the City's announced plans to undertake roadway improvements which would provide the capacity along the corridor necessary to handle the traffic volume generated from these businesses. These improvements were outlined and presented to the business community in the "E. Kemper Road Corridor and Access Management Study" released in 1997. With the completion of Phase I of this project, we are well on our way to meeting our commitment. The funding and construction of Phase II are critical for the retention of the more than 1,000 new jobs created in the last few years, as well as the continued development of the East Kemper Rd. Corridor.

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The additional lanes will improve the projected level of services for the key intersections of Century Boulevard and Chesterdale Road. See attached analysis and level of service summary.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Fails / Fails * Proposed LOS D / C *

*** Century Intersection / Chesterdale Intersection (see level of service summary sheet)**

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

The amount of turning movements at Century Boulevard is significant. With the proposed improvements all left turn movements will be a double left and all right turn movements will have exclusive right only lanes. The addition of lanes beyond what is currently planned will not be feasible at this time.

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 2 days

a.) Are preliminary plans or engineering completed? Yes x No N/A

b.) Are detailed construction plans completed? Yes x No N/A

c.) Are all utility coordination's completed? Yes No x N/A

d.) Are all right-of-way and easements acquired (if applicable)? Yes No x N/A

If no, how many parcels needed for project? 14 Of these, how many are: Takes 0
Temporary 10
Permanent 4

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

See attached summary of right-of-way status

e.) Give an estimate of time needed to complete any item above not yet completed. Utilities 2 Months.
Right-of-way 6 Months.

EAST KEMPER ROAD PHASE II

(600' WEST OF CENTURY ROAD TO CHESTERDALE ROAD)

RIGHT-OF-WAY NEGOTIATIONS

I. Preliminary contacts to be made with property owners the week of 9/24/01

II. Follow-up meetings to be held with property owners the week of 10/15/01

III. Appraisals to be completed the week of 11/26/01

IV. Conclude negotiation and / or file for remaining right-of-way by 3/29/02

The following is a list of required right-of-way takes:

Easement #1
Standard Highway Easement 0..0420 Acre
Temporary Construction Easement 0.0601 Acre

Easement #2
Standard Highway Easement 0..0524 Acre
Temporary Construction Easement 0.1071 Acre

Easement #3
Temporary Construction Easement 0.0560 Acre

Easement #4
Temporary Construction Easement 0.0370 Acre
Temporary Construction Easement 0.0052 Acre

Easement #5
Temporary Construction Easement 0.0280 Acre

Easement #6
Standard Highway Easement 0.0523 Acre
Temporary Construction Easement 0.0549 Acre

Easement #7
Temporary Construction Easement 0.0088 Acres

Easement #8
Temporary Construction Easement 0.1212 Acre

Easement #9
Standard Highway Easement 0.0057 Acre
Temporary Construction Easement 0.0103 Acre

11) Does the infrastructure have regional impact?
Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

East Kemper Road is a segment of the east-west arterial that consists of East and West Kemper Road and connects the following north-south arterials: U.S. 27 (Colerain Avenue), U.S. 127 (Hamilton Avenue), Winton road, S.R. 4 (Springfield Pike), S.R. 747 (Princeton Pike), U.S. 42, Reed Hartman Highway, and U.S. 22 / S.R. 3 (Montgomery Road). In addition, due to Kemper Road running parallel with and less than one mile from I-275, it serves as a relief arterial for I-275 during peak hours, and during the occurrence of accidents on I-275. In regard to the lane addition as indicated in this application, the most significant impact will be on the portion of Kemper Road between Winton Road and Mosteller Road, which would significantly affect the communities of Forest Park, Greenhills, Sharonville, Springdale, Woodlawn and Springfield Township. The total combined population for these communities are approximately 88,600. The retail area in the vicinity of S.R. 747 and Kemper Road is a regional shopping area for customers generally in Hamilton, Butler and Warren Counties.

12) What is the overall economic health of the jurisdiction?

No ban

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes_____ No_____ N/A__x____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 29,500 x 1.20 = 35,400 Users

Water / Sewer: Homes_____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5.00 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Operational $5.00 License Tax	YES	Specify type	Permissive Motor Vehicle License Fee
Infrastructure Levy		Specify type	
Facility Users Fee		Specify type	
Dedicated Tax		Specify type	
Other Fee, Levy or Tax		Specify type	

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES ___x___ NO (ANSWER REQUIRED)
Note: Answering "YES" will not increase your score and answering "NO" will not decrease your score.

SCIP/LTIP PROGRAM
ROUND 16 - PROGRAM YEAR 2002
PROJECT SELECTION CRITERIA
JULY 1, 2002 TO JUNE 30, 2003

NAME OF APPLICANT: SPRINGDALE

NAME OF PROJECT: E. KEMPER ROAD PH. 2

RATING TEAM: 1

NOTE: *See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.*

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
(10) - Moderately Fair
5 - Fair Condition
0 - Good or Better

some partial depth repairs needed.

Appeal Score _____

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
(15) - Moderate importance
10 - Minimal importance
0 - No measurable impact

Accident rate relatively low .74 @ Kemper & Century .47 @ Kemper & Christensen

Adding 3rd EB lane add. LT lanes new RT lanes New SB lane on Century

Appeal Score _____

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

(10) – No
0 – Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment
7 – The project will directly secure new employment
5 – The project will secure new employment
→ 3 – The project will permit more development
0 – The project will not impact development

Appeal Score: 3

retaining 1300 jobs as well as continued development

ADDED POINTS BASED ON EXECUTIVE SUMMARY OF CORRIDOR + ACCESS MANAGEMENT STUDY, NEEDED TO PERMIT MORE DEVELOPMENT

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

40%

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

MRF 20%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

ex, 1/3 cond. oversaturate l/c
prop cond. 1/3 future dmd.
D/C
can't do much more due to limited ROW

Appeal Score: _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14
3 - Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14
0 - Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

Appeal Score: _____

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
(2) Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) – Less than 20% reduction in legal load

Appeal Score _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

35,400

Appeal Score _____

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above
(3) One of the above
0 - None of the above

Appeal Score _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant; which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition – requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.
Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes
Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.